

AGENDA

Commuter Rail and Transit Committee Meeting

October 22, 2009

12:00 p.m.

Location

SANBAG Office
Super Chief Conference Room
1170 West 3rd St., 2nd Fl.
San Bernardino, CA

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor Pro Tem Bill Jahn
City of Big Bear Lake

Vice Chair

Mayor Paul Eaton
City of Montclair

Council Member Bea Cortes
City of Grand Terrace

Mayor Kelly Chastain
City of Colton

Council Member Mike Leonard
City of Hesperia

Mayor Patrick Morris
City of San Bernardino

Council Member Larry McCallon
City of Highland

Mayor John Pomierski
City of Upland

Council Member Diane Williams
City of Rancho Cucamonga

Supervisor Neil Derry
County of San Bernardino

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail and Transit Committee Meeting

October 22, 2009

12:00 p.m.

Location: SANBAG Office, 1170 West 3rd St., 2nd Fl., San Bernardino

R.S.V.P. by Monday, October 19th to Daylene at (909) 884-8276

CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

- 1. **Possible Conflict of Interest Issues for the Commuter Rail and Transit Committee Meeting of October 22, 2009** Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

- 2. **Commuter Rail and Transit Committee Attendance Roster** Pg. 7

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Actions

Discussion Items

3. Scope of Services for the First Mile Extension of Metrolink on the Redlands Branchline Pg. 9

Authorize staff to release a Request for Proposal (RFP) C10079 for consulting services for the Metrolink first mile expansion project.

4. California High Speed Rail Project Pg. 19

Receive information regarding the California High Speed Rail Project.

5. Rail and Transit Program Update Pg. 24

Staff will present current rail and transit programs, projects and plans.

Public Comments

6. Additional Items from Committee Members

7. Brief Comments by the General Public

Additional Information

Acronym List Pg. 25

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: October 22, 2009

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/	N/A	N/A

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*

Approved
Commuter Rail and Transit Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COMMUTER RAIL AND TRANSIT POLICY COMMITTEE ATTENDANCE RECORD – 2009

Commuter Rail and Transit Policy Committee Meetings are held on odd months

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands	X		X		X		X		X			
Bea Cortes City of Grand Terrace (Appointed May 2007)	X				X		X		X			
Kelly Chastain City of Colton (Appointed February 2007)	X		X		X		X		X			
Paul Eaton City of Montclair	X						X		X			
Neil Derry County of San Bernardino (Appointed March 2009)	X				X		X		X			
Bill Jahn Mayor Pro Tem (Appointed October 2009)	X		X		X		X		X			
Mike Leonard Council Member (Appointed October 2009)	X		X		X		X		X			
Larry McCallon City of Highland (Appointed June 2007)	X		X		X				X			
Patrick Morris City of San Bernardino (Appointed May 2006)	X		X		X		X		X			
John Pomierski City of Upland (Appointed March 2009)	X		X				X		X			
Diane Williams City of Rancho Cucamonga	X		X		X		X		X			

X = Member attended meeting. *Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.

CRTC-ATT09

1 of 2

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2008

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan**	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands			X				X		X	X	X	X
Bea Cortes City of Grand Terrace (Appointed May 2007)			X						X	X	X	X
Kelly Chastain City of Colton (Appointed February 2007)					X		X		***	X		X
Paul Eaton City of Montclair			X		X		X		X	X	X	X
Paul Leon City of Ontario (Appointed April 2007)					X		X			X	X	X
Larry McCallon City of Highland (Appointed June 2007)			X		X		X		X	X	X	X
Patrick Morris City of San Bernardino (Appointed May 2006)			X		X		X		X	X	X	
Diane Williams City of Rancho Cucamonga			X		X		X		X	X	X	X

**Commuter Rail Committee Did Not Meet

***John Mitchell was present for the City of Colton

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting

CRCATT08

Crossed out box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

- Date:** October 22, 2009
- Subject:** Scope of Services for the first mile extension of Metrolink on the Redlands Branchline
- Recommendation:*** Authorize staff to release a Request for Proposal (RFP) C10079 for consulting services for the Metrolink first mile expansion project.
- Background:** As part of the on-going Redlands Passenger Rail Project Alternative Analysis, the extension of Metrolink to the Rialto Avenue and E Street transit center as the new Metrolink terminus station was adopted by the SANBAG Board as the local preferred alternative (LPA). The next phase of the project is to prepare engineering designs and environmental documentation. In order to accomplish this phase, SANBAG intends on publishing an RFP for consulting services that will include the attached scope of services.
- Financial Impact:** The development of the scope and the RFP is consistent with the adopted budget. At the time of award of contract staff will prepare a budget amendment to cover the cost of the contract.
- Reviewed By:** This item will be reviewed by the Commuter Rail and Transit Committee on October 22, 2009.
- Responsible Staff:** Mitch Alderman, Director of Transit and Rail Programs

Approved
Commuter Rail and Transit Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

GENERAL SCOPE OF SERVICES METROLINK FIRST MILE

Project Overview

The San Bernardino Associated Governments (SANBAG), in cooperation with Southern California Regional Rail Authority (SCRRA) and BNSF Railway Company (BNSF) is seeking a consultant team to assist with securing environmental clearance and all necessary permits and perform preliminary and final design associated with the expansion of Metrolink service one mile on the Redlands branchline. The Project, "Metrolink First Mile", involves extending Metrolink service from the San Bernardino Depot to a proposed station at Rialto and E Streets, right-of-way services for the branchline to Redlands, assistance to the cities of San Bernardino, Loma Linda, and Redlands in support of Transit Oriented Development, and on-call services. Future rail service, east of E Street, known as the Redland Passenger Rail Project (RPRP), is proposed on the branchline which may be developed by a separate RFP.

The Consultant will be required to perform all professional and technical services necessary to prepare the environmental, engineering, and right-of-way documents for the Project. Coordination between SANBAG, SCRRA, BNSF, the cities of San Bernardino, Loma Linda, and Redlands, Omnitrans, Caltrans, and Consultant will be accomplished through a SANBAG Contract Manager, Mr. Mitchell A. Alderman, PE, Director of Transit and Rail Programs, or his designee.

It is anticipated that the Project will be completed using local or state funds. However, since federal funding is a potential for the Project, the Consultant will provide a team that may need to meet the SANBAG DBE and UDBE Goals and Commitments. See SANBAG's website for further details, <http://www.sanbag.ca.gov/dbe/index.html>.

SANBAG reserves the option to extend the selected Consultant's contract to include the environmental documents, preliminary and final design, and supporting documentation services for the remaining portion of the rail corridor expansion, the Redlands Passenger Rail Project.

Project Location and Description

The Project will reconstruct rail infrastructure on the existing Redlands branchlines and City of San Bernardino right-of-way to include double tracking between the San Bernardino Depot and the proposed station at Rialto and E Streets where a multi-modal transit center will be constructed. The total Project length is approximately one-mile per the locally preferred alternative in the Alternatives Analysis (AA) Report as adopted by the SANBAG Board of Directors. The Project includes the following components.

- Double track between MP 0.0+/- and MP 1.0+/- on the Redlands branchline.
- Grade crossing improvements meeting FRA quiet zone/CPUC requirements:
 - 3rd Street
 - 2nd Street
 - Rialto Avenue/I Street Intersection
 - I-215 Overpass
 - G Street
 - E Street
- Environmental Clearance and Permitting
- Caltrans I-215 Overhead Modifications
- Retaining Walls
- Drainage Facilities
- Utility Protection and Relocation
- Station Facilities
- Railroad Signals and Communication
- Traffic Signaling
- Operational Analysis
- Right-of-Way and Property Acquisitions

Applicable Standards

The engineering and environmental documents shall be prepared in accordance with current State and Federal regulations, policies, procedures, manuals, and standards. The PS&E (plans, specifications, and estimates) shall be prepared according to comply with Metrolink, BNSF, CPUC, and FRA. The technical aspects of the Project shall be designed in accordance to American Railway Engineering and Maintenance of Way Association (AREMA), Metrolink, and BNSF standards and practices. In the event that conflicting standards are encountered, the most restrictive or stringent standard shall be used as approved by SANBAG.

SCOPE OF WORK

TASK 1.0: MANAGEMENT AND ADMINISTRATION

Management and administration activities shall be provided by the Consultant consistent with the technical scope of services and with the requirements of SANBAG. Management includes overview and coordination of the work to assure quality assurance and a quality product delivered within schedule and budget. Elements included but not limited to coordination, reporting, quality control (QC), safety, and cost/schedule monitoring and control.

TASK 1.1: PROJECT MANAGEMENT

Consultant's Project Manager (PM) shall be the single point of contact with SANBAG and will be responsible for the quality of the design and the delivery of the project milestones within schedule and budget.

TASK 1.2: PROJECT ADMINISTRATION

Consultant shall provide the management and staff needed to plan, organize, direct, supervise, control, and coordinate the administrative aspects of the project, including but not limited to contract and subcontract administration, accounting, personnel administration, reporting, and document and drawing control administration.

TASK 1.3: PROJECT CONTROL

The Consultant shall establish and operate necessary systems to provide project control services including but not limited to costs controls, scheduling, work breakdown structures, QA/QC, and progress reporting.

TASK 1.4: TRAINING AND SAFETY

Training of Consultant's on-site railroad right-of-way (ROW) personnel shall be in accordance with the 49 CFR Part 214, SCRRRA and BNSF safety training and shall include at a minimum as:

- Attend SCRRRA/BNSF safety training classes;
- Adherence to SCRRRA/BNSF Safety Regulations;
- Adherence to Federal Railroad Administration Safety Regulations;
- Adhere to Occupational Safety Health Administration (OSHA) requirements;
- Notification and Encroachment permits to enter ROW; and
- Flag Protection.

TASK 2.0 GENERAL TASKS, COORDINATION, AND PLANNING ELEMENTS

General tasks include agency coordination, permitting, environmental, field surveys, geotechnical investigation, right-of-way (ROW) requirements, design criteria, and other elements that either establish the basis for preliminary engineering or serve broader areas of project development.

TASK 2.1: AGENCY, UTILITY, FREIGHT RAILROADS, AND JURISDICTION INTERFACE REQUIREMENTS

Project implementation and design development coordination shall be required with all involved agencies and jurisdictions. Under the lead of SANBAG, the Consultant shall support the coordination with external agencies, jurisdictions, private utilities, and

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third-parties during environmental clearance and preliminary and final design development and shall maintain coordination documents.

Support shall require engineering drawings, sketches, technical memoranda, visual presentation materials, and attendance at presentations and coordination meetings. Assistance may be required in making presentations to SANBAG as well as other outside agencies. Coordination with existing freight railroads shall include but not be limited to planning and analyzing for commuter and freight operations, active freight customers during the construction phase, and the Redlands Passenger Rail Project.

Support activities may be required for, but not be limited to, coordination with the following jurisdictions, organizations, private companies, and agencies.

- San Bernardino Associated Governments (SANBAG)
- Metrolink/SCRRA (Southern California Regional Rail Authority)
- BNSF Railway Company
- National Passenger Rail Corporation (Amtrak)
- California Public Utilities Commission (CPUC)
- Caltrans District 8
- Cities of San Bernardino, Loma Linda, and Redlands
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- Local School Districts
- Omnitrans
- Private Land Owners
- Utility Agencies and Companies

TASK 2.2: ENVIRONMENTAL SERVICES SCOPE

The Consultant shall provide both technical and administrative environmental services consistent with obtaining the necessary environmental clearance for the extension of Metrolink service to the Rialto and E Avenue station.

The Consultant shall work with SANBAG to determine a preferred environmental clearance strategy for the Project and shall, in consultation with SANBAG, identify the appropriate CEQA and NEPA documents. Consideration may also be given to preparing an environmental document for the entire Redlands Subdivision alignment in support of the Redlands Passenger Rail Project. The Consultant may be requested also provide on-call environmental services on an as needed basis.

Environmental Document and General Activities

Consultant shall follow a work process that ensures the objectives of stakeholders including local, state, and federal agencies are met. This process may include but not be limited to the following general activities.

- Preparation of the draft environmental document for the Project.
- Preparation and circulation of the draft environmental document and supporting technical studies.
- Participation in various public meetings; if required.
- Respond to comments and finalization of environmental documentation and studies.
- Provide support through final agency decision and project approval and documentation certification.
- Publish various notices and filings of the environmental document.
- Provide support for any required or desired coordination meetings and activities.

The environmental document shall include various chapters, sections, and appendices. Information included for the document may be gathered from many sources as well as studies, surveys, and analyses that Consultant may perform. Following is a listing of the content that may be included in the document. Consultant shall be aware; however, that the environmental document may require additional information to what is presented as follows.

- Executive Summary section, which may include information on Project's location and background, the current environmental setting, agency coordination, project alternatives and discarded alternatives; project purpose, project approvals and permits; and a summary of impacts and mitigation measures.
- Statement regarding the project purpose and need. This may include information on current operational deficiencies, current and future traffic conditions, growth trends and development, and project objectives.
- A section describing the preferred alternative and how it was selected.
- A chapter on the affected environment, which may include information on aesthetics; biological resources including wetlands, geology, soils, and seismicity; hydrology and flood plains, cultural resources, air quality, noise, hazardous waste, land use, public services and utilities, socioeconomic conditions, and traffic and transportation.
- Additionally, the environmental consequences (effects) and mitigation measures of the foregoing shall be addressed. The Consultant may also be required to identify unavoidable adverse environmental impacts, cumulative impacts, environmental justice (NEPA), irreversible environmental changes, and growth-inducing impacts.

- The environmental document may also include information on public agency/organization consultation and coordination and persons that were involved with the environmental document preparation, as well as technical appendices and a bibliography and index.
- A mitigation monitoring and reporting program shall also be prepared for all mitigation measures identified in the environmental document.

Technical Studies, Data Review, and Reports

The Consultant may be required to perform studies and prepare technical reports in support of the environmental documents identified above and/or review data including but not limited to the following.

- Acquisitions and Displacements
- Air Quality
- Biological Resources
- Community Facilities and Services
- Cultural Resources
- Cumulative Impacts
- Geotechnical, Soils and Seismic Conditions
- Land Use and Planning
- Noise and Vibration
- Socioeconomics
- Traffic and Transportation
- Visual Effects
- Water and Water Quality
- Hydrology and Drainage
- Construction Impacts and Construction Staging

Submittal of Studies, Reports, and other Deliverables

- All deliverables shall be prepared in accordance with applicable State and Federal oversight requirements. The Consultant shall submit all deliverables to SANBAG for review.
- The Consultant shall respond to all comments received from SANBAG as directed.
- The Consultant shall support any and all studies, analysis, and requirements needed to successfully complete the environmental requirements of the project.

TASK 2.3: PERMITTING

The Consultant shall be responsible for leading and manage all permitting efforts in accordance with regulatory requirements. As part of this effort, the Consultant shall

identify, consistent with a preliminary level of design development, all permitting requirements for design and construction of the first mile of the Project.

The Consultant shall provide environmental permitting, and other types, support for the following activities.

- CPUC permits for grade crossings;
- General Discharge – National Pollutant Discharge Elimination System (NPDES);
- US Army Corps of Engineers Section 404 permit;
- Regional Water Quality Control Board Section 401 Water Quality Certification;
- Requirements of U.S. Fish and Wildlife Services (Biological Assessment);
- California Department of Fish and Game for endangered species (Section 1600 if required);
- California State Historic Preservation for impacts on historic sites;
- Various water appropriation related permits, including Groundwater Appropriations Permits for construction water; and
- Other permits as may be identified.

Support for Environmental activities will include engineering drawings, sketches, technical memoranda, visual presentation materials, and attendance at presentations and coordination meetings.

TASK 2.4: SURVEYING AND MAPPING SERVICES

The Consultant shall prepare right-of-way and aerial and topographic mapping suitable for preliminary engineering and for final design. The CONSULTANT shall conduct field surveys during the preliminary design phase that may include obtaining and plotting additional topographic mapping needs, providing control surveys for horizontal and vertical control, setting control monuments, and preparing exhibits and Records of Surveys that depict monument locations and coordinates, conducting property line surveys for ROW acquisition, perform real property appraisals, locating utility lines, identify geotechnical and pot-hole locations, and prepare construction support documents such as construction easements, plats, and legal descriptions. These services shall include the entire Redlands branchline from the San Bernardino Depot, MP 0.0+/- to Redlands University, MP 10.2+/-.

TASK 2.5: BASELINE ANALYSIS, DATA COLLECTION, DATA REVIEW, AND EXISTING UTILITY LOCATIONS

Baseline analysis shall consist of a field review of the project site, data collection, and review of existing data as well as data development augmentation including but not limited to collecting and analyze existing physical data in the field and from as-built data from SANBAG, BNSF, cities, utilities, and Metrolink furnished materials to include in the existing conditions such as information regarding track, communication and signals,

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geotechnical, hazardous materials, grade crossings, structures and culverts, roadways and streets, hydrology and drainage, ROW delineations, track charts, and utilities.

TASK 2.7: GEOTECHNICAL SERVICES

The Consultant shall provide geotechnical services including but limited to investigations, necessary investigation permitting, testing, geology, seismicity reports, drilling, technical reports, hazardous materials report with remediation, and design/construction recommendations.

TASK 3.0: ENGINEERING

The Consultant shall develop the necessary preliminary engineering alignments to define the alternatives, in addition to the "No Build" alternative to support the environmental process in the effort to select a preferred alternative and to carry the design forward to final PS&E.

TASK 3.1: DESIGN CRITERIA

The Consultant shall apply the necessary design criteria, standards, guidelines, and recommended practices per SCRRRA, BNSF, and AREMA to address alignment geometry, operation and facility requirements for freight and passenger service, drainage, bridge, culvert, and structures, retaining walls, seismic events, utilities, fencing, traffic control, pedestrian crossings, grade crossings, signage, striping, traffic control, and right-of-way.

TASK 3.2: PRELIMINARY ENGINEERING

The Consultant shall further develop the selected alternative to a preliminary level of design of approximately 30% level of development. Preliminary engineering will be based on the selected refined alternative and will advance design development to approximately 30%. The 30% submittal shall include but not be limited to track plan and profile drawings; typical sections; specific cross section; type/size/location of structures; storage tracks layouts; station and grade crossing plans; cost estimate; utility protection/relocation; and technical reports for traffic, geotechnical, drainage, hazardous materials.

TASK 3.3: FINAL ENGINEERING

The Consultant shall further develop the preliminary engineering design to the final PS&E level of design with submittals at 60%, 90%, 100% and camera ready levels of development. The final engineering submittals shall consist of the preliminary engineering items developed as necessary for each submittal.

TASK 4.1: TRANSIT ORIENTED DEVELOPMENT

The Consultant shall assist the Cities of San Bernardino, Loma Linda, and Redlands with the creation of Transit Oriented Development (TOD) overlay zones or the necessary land use changes to help promote greater transit use. Working with SANBAG, this task shall include but be limited to meetings with each city, modifying general plans and zoning ordinances, develop and adopt TOD guidelines, establishing minimum guidelines and joint development policies, preparation of station area plans and regulations, addressing mobility and circulation to and from TODs through vehicular, pedestrian, and bicycle access, and working with SCAG to update the regional model.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: October 22, 2009

Subject: California High Speed Rail Project

Recommendation:* Receive information regarding the California High Speed Rail Project

Background: The development of a high speed rail system, operating at speeds of up to 200 mph and greater, in the State of California has been ongoing for more than thirteen years. The system ultimately would connect the San Francisco Bay area and Sacramento with Los Angeles, through the Central Valley, and ultimately San Diego, through the Inland Empire. The California High Speed Rail Authority (CHSRA) was established to plan, design, and construct the high speed rail system.

The status of the high speed rail project development varies by segment. Work is much further along for the San Francisco to San Jose, Los Angeles to Anaheim, and Merced to Fresno segments. The original Los Angeles to San Diego alignment via the Inland Empire that was included in the Programmatic Environmental Document assumed the use of the Union Pacific's Los Angeles Main to Pomona and then the Alhambra Main from Pomona to Colton where the alignment would turn south into Riverside County. Last year the Union Pacific made it clear that they would oppose any use of their railroad right-of-way for high speed passenger rail service. In response, the CHSRA initiated a new planning effort to identify an alignment, or a series of alignments for the Los Angeles to San Diego, and has established an Inland Counties Group (ICG) comprised of the Southern California Association of Governments, Los Angeles County METRO, San Bernardino Associated Governments, Riverside County Transportation Commission, San Diego Association

Approved
Commuter Rail and Transit Committee

Date: _____

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of Governments, San Diego County Regional Airport Authority, and county-level working groups to assist in that effort.

The CHSRA has issued a Notice of Preparation for a project Environmental Impact Report/Statement for the Los Angeles to San Diego via the Inland Empire segment. Part of that planning effort includes scoping meetings in each county that include one scheduled for November 2nd at the Ontario Airport and one scheduled for November 3rd at the Norman Feldheim Library in San Bernardino. Both meetings will begin at 3:00 p.m. and run until 7:00 p.m. Alternative alignments under consideration include, after service at the Los Angeles/Ontario International Airport; 1) diverting the line south following the I-15 corridor to Murrieta with a stop south of Corona or 2) diverting north onto the Metrolink San Gabriel Subdivision, owned by SANBAG, to San Bernardino and then south through the City of Riverside following I-215 to Murrieta. From Murrieta either alignment would continue to San Diego via I-15.

One of the greatest hurdles facing the CHSRA has been establishing a financial plan for the project. This was partially dealt with when the voters passed Proposition 1A in November 2008. Proposition 1A, the high speed rail bond, will provide \$9 billion to advance the project with another \$1 billion provided for connections with other transportation systems. In addition, the American Recovery and Reinvestment Act (ARRA) contained a provision of \$8 billion for high speed passenger rail projects. On October 2, a press conference was held at the Los Angeles Union Passenger Terminal to announce the State of California's application for \$4.7 billion in ARRA funding for the project. The State's application includes:

- \$2.18 billion for the Los Angeles to Anaheim segment, including high speed train facilities at Los Angeles Union Station, Norwalk Station, and the Anaheim Regional Transportation Intermodal Center (ARTIC); right-of-way acquisitions, grade separations, utility relocation, environment mitigation, earthwork, guideway structures, tunneling, and track work. Total jobs created: 53,700.
- \$980 million for the San Francisco to San Jose segment, including stations improvements, grade separations, electrification, and safety state-of-the-art "positive train control" in an upgraded, shared alignment with Caltrain. Total jobs created: 34,200.
- \$466 million for the Merced to Fresno segment, including right-of-way acquisition, grade separations, utility relocation, environmental mitigation, earthwork, guideway structures, and track. Total jobs created: 10,500.

- \$819.5 million for the Fresno to Bakersfield segment, including right-of-way acquisition, grade separations, utility relocation, environmental mitigation, earthwork, guideway structures, track relocation, and new track. Total jobs created: 16,500.
- \$276.5 million for preliminary engineering and environmental work in all system segments including the Los Angeles to San Diego via the Inland Empire, Los Angeles to Bakersfield, Sacramento to Merced, and the Altamont Rail Corridor. Total jobs created: 12,000.

The Federal Railroad Administration (FRA) acknowledged the receipt of 45 applications from 24 states totaling approximately \$50 billion to advance high speed rail corridor programs. The FRA Administrator announced that grant awards would occur this winter. California's application should be well received because of the amount of advance work that has been completed and the fact that the State plans to provide a dollar-for-dollar match using the Proposition 1A funds.

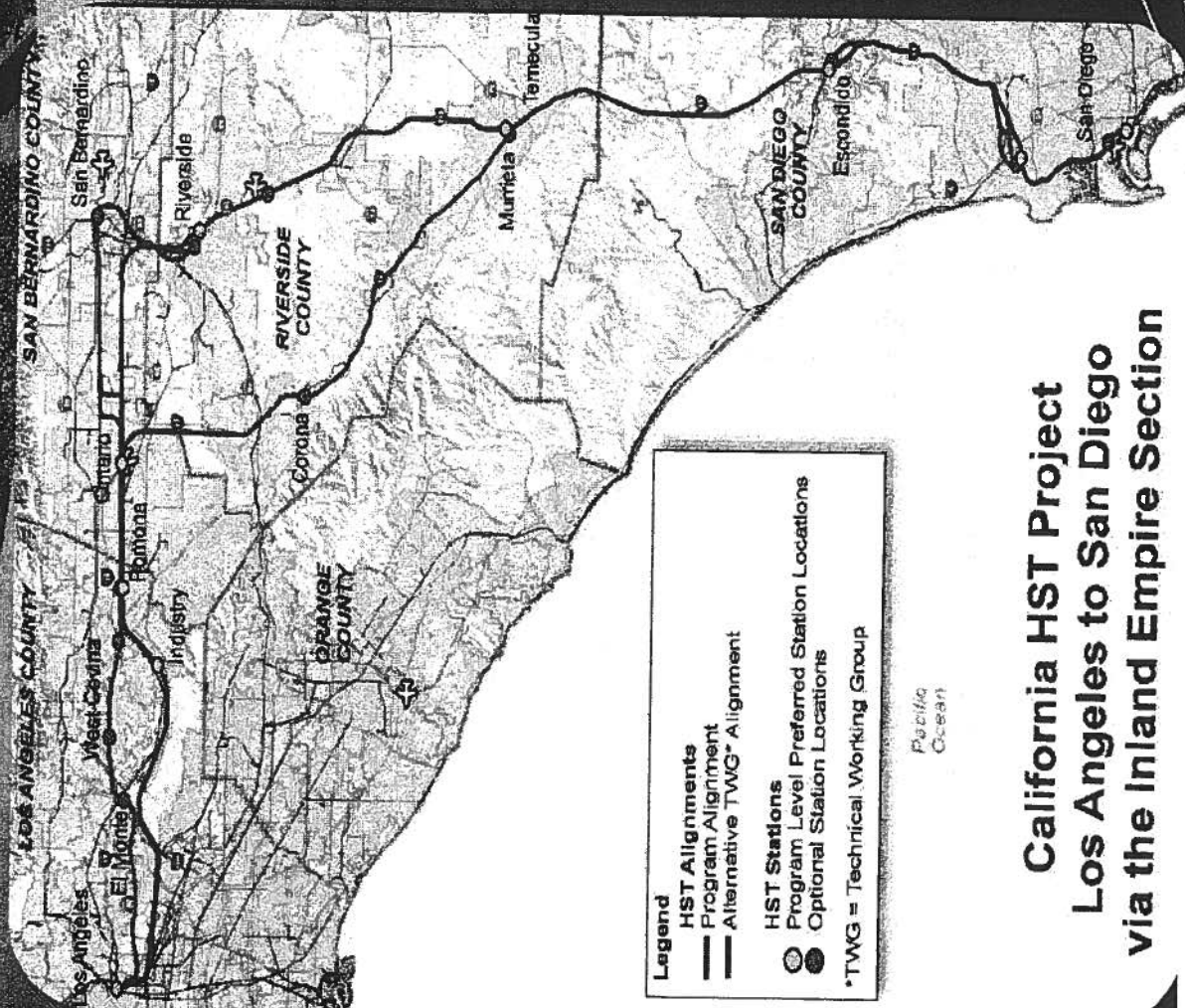
Additional funding will likely continue to be made available through the FRA. President Obama's budget for Fiscal Year 2010 requested another \$5 billion for the development of high speed passenger rail service. To date the House and Senate have approved an appropriation level of \$1.2 billion and \$4 billion respectively. The final amount to be included in the Fiscal Year 2010 appropriation bill will be determined through the conference process.

Financial Impact: This item is consistent with the 2009/2010 adopted budget. Staff time is funded under task 30910000 – General Transit

Reviewed By: This item will be reviewed by the Commuter Rail and Transit Committee on October 22, 2009.

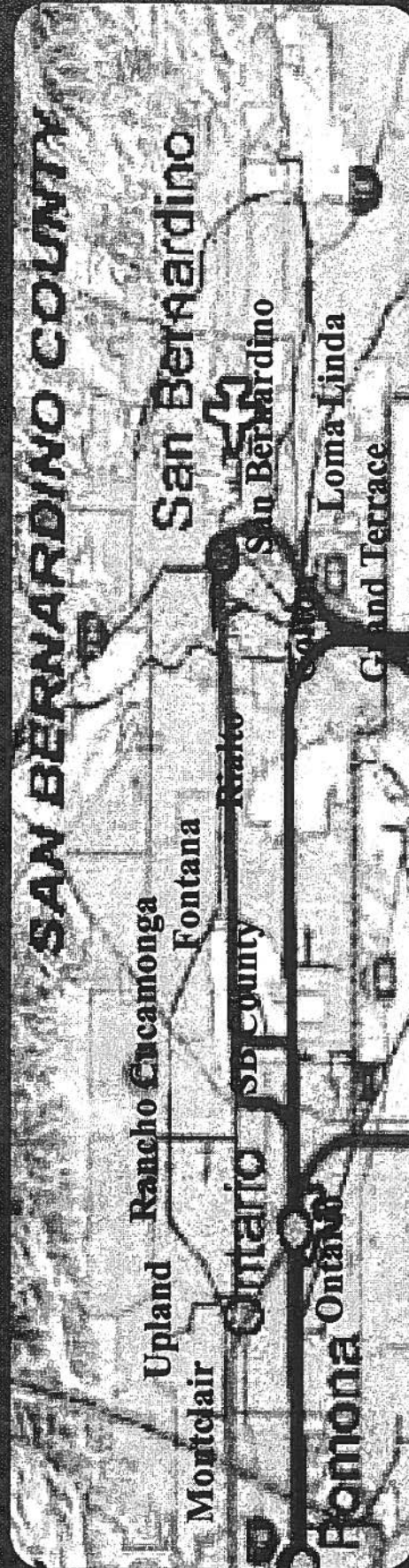
Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

Alignment



California HST Project Los Angeles to San Diego via the Inland Empire Section

Aligning SB County



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: October 22, 2009

Subject: Rail and Transit Program Update

Recommendation:* Staff will present current rail and transit programs, projects and plans

Background: With the reformulation of the Commuter Rail Committee to include transit, and the addition of two new members from the Mountain/Desert area, staff will update the committee on transit and rail activities. In addition, staff will begin a series of "Railroad 101" topics, over multiple meetings, to help inform the members to varying aspects of the rail industry that will include regulations, agreements, organization structure, engineering, construction, operations, and maintenance.

Financial Impact: This item is consistent with the adopted budget and imposes no additional financial impact.

Reviewed By: This item will be reviewed by the Commuter Rail and Transit Committee on October 22, 2009.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs
Beth Kranda, Transit Analyst

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Approved
Commuter Rail and Transit Committee

Date: _____

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In Favor:

Opposed:

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Witnessed: _____

SANBAG Acronym List

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation

SANBAG Acronym List

MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEF	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996